



113

US 113 NORTH/SOUTH STUDY

US 113 North/South Study Millsboro-South Area Public Workshops/Hearings

Millsboro: September 18, 2013
Selbyville: September 19, 2013



Welcome

- Welcome to the ninth round of public workshops for the US 113 North/South Study in the Millsboro-South Area
 - The area includes the towns of Millsboro, Dagsboro, Frankford, and Selbyville and surrounding portions of Sussex County on both sides of these towns
- During tonight's public hearing you will have the opportunity to provide private or public testimony about the project and the Draft Environmental Impact Statement (DEIS)

Information at Tonight's Workshop

- Why DelDOT is planning for improvements in the US 113 corridor
- What has occurred since the last workshops in May 2010
- The process used to identify a Recommended Preferred Alternative
 - Alternatives retained for further evaluation
 - Blue Alternative identified as the Recommended Preferred Alternative
- What happens next

Purpose and Need for the US 113 Project

- Identify, select, and protect a corridor for a limited-access US 113 through Sussex County to:
 - Address current and future transportation needs
 - Mobility for local residents and businesses
 - Traffic safety
 - Emergency evacuations
 - Accommodate planned economic growth
 - Minimize impacts to the environment

Public Involvement

- 17 Working Group meetings
- 8 rounds of public workshops attended by more than 1,400 people
- 38 meetings with environmental resource agencies, including extensive field views
- Multiple meetings with elected and appointed officials from the State, Sussex County and Towns in the project area
- More than 50 meetings with individual property owners, business owners, and community groups
- Project website with over 2 million hits since 2003

Progress since the spring 2010 workshops

- Held multiple meetings with the state and federal resource agencies to evaluate potential impacts to natural and cultural resources
- Evaluated and compared impacts associated with each alternative
- Refined alternatives to minimize potential impacts as much as possible
- Identified a Recommended Preferred Alternative
- Completed the Draft Environmental Impact Statement (DEIS)

NO-BUILD ALTERNATIVE

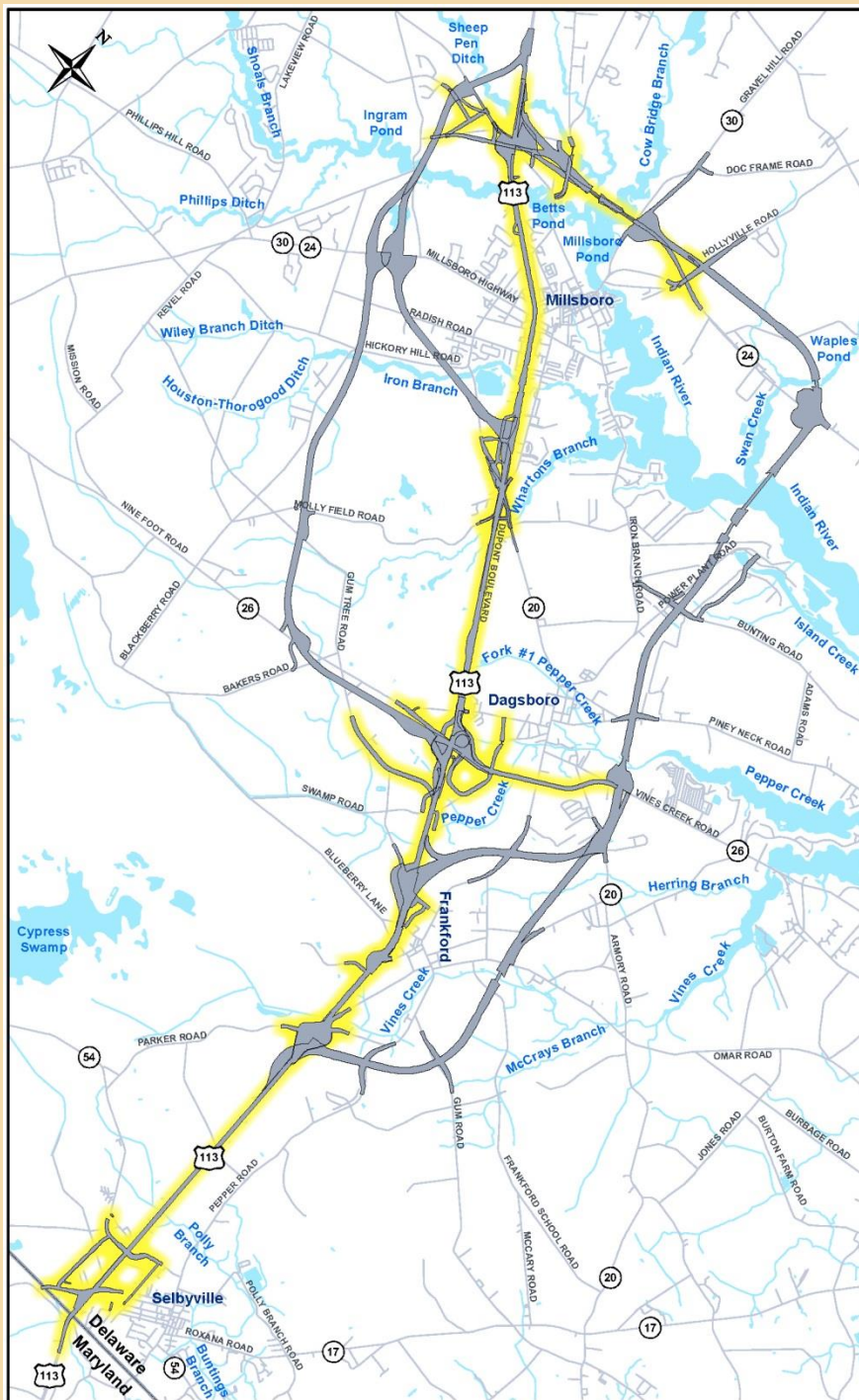
No-Build Alternative

- The No-Build Alternative includes the existing network of roads with currently programmed, committed and funded projects
 - Assumes no construction beyond routine maintenance and repair
 - Does not include any future east/west connections to SR 24 or SR 26
 - Anticipates smaller projects to address congestion and safety, such as closing crossovers and prohibiting left turns

No-Build Alternative

- The No-Build Alternative does NOT meet the identified needs of the US 113 North/South Study
- The No-Build Alternative is not consistent with state strategies, county, and local Comprehensive Plans

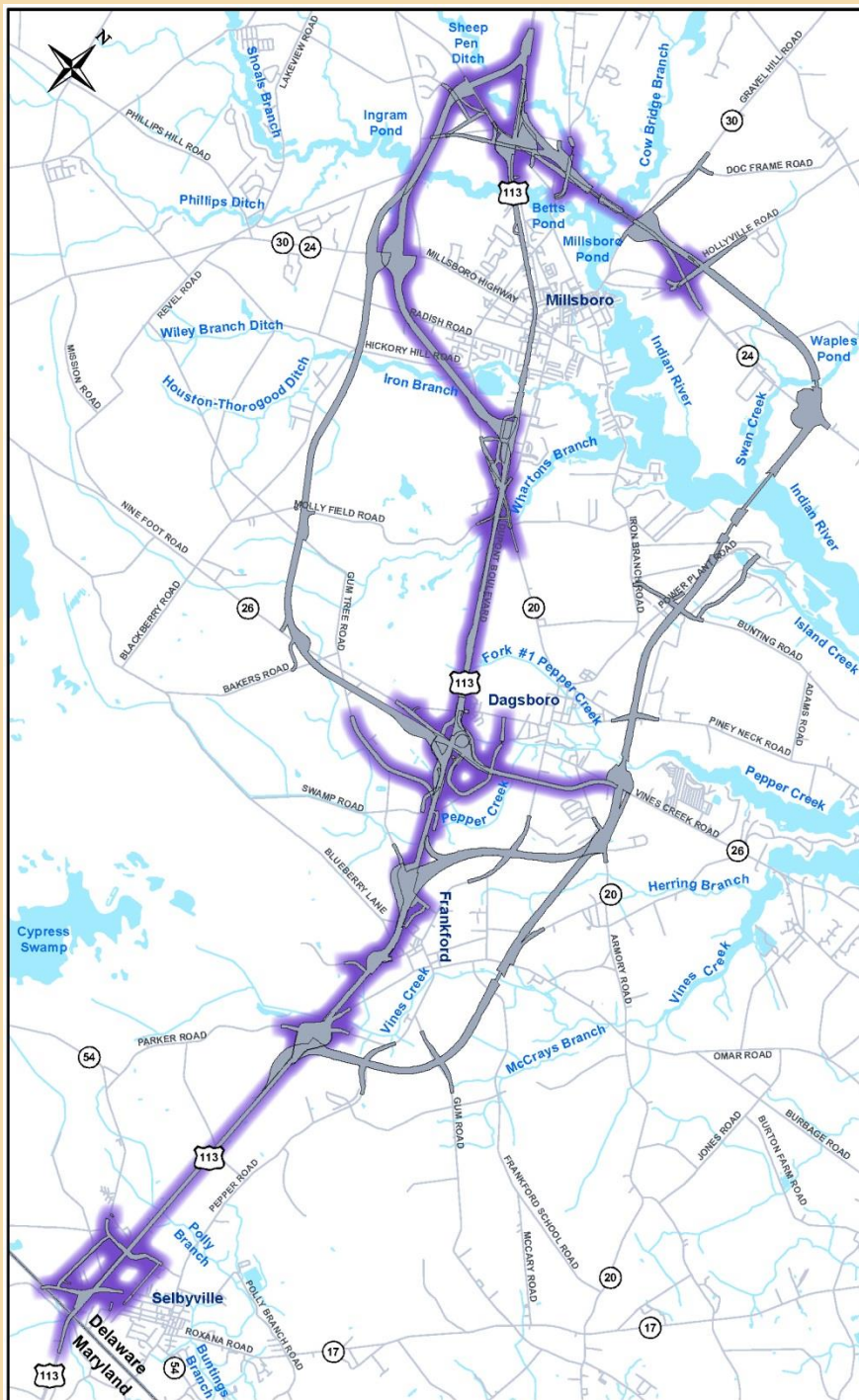
YELLOW ALTERNATIVE (ON-ALIGNMENT)



Yellow Alternative

- Existing US 113 changed to limited access through Millsboro, Dagsboro, and Frankford
- Multiple grade separated interchanges – east/west traffic only crosses US 113 at interchanges
- Elevated highway in median through Millsboro
- On-alignment improvements through Selbyville
- Includes new SR 24 and SR 26 connector roads

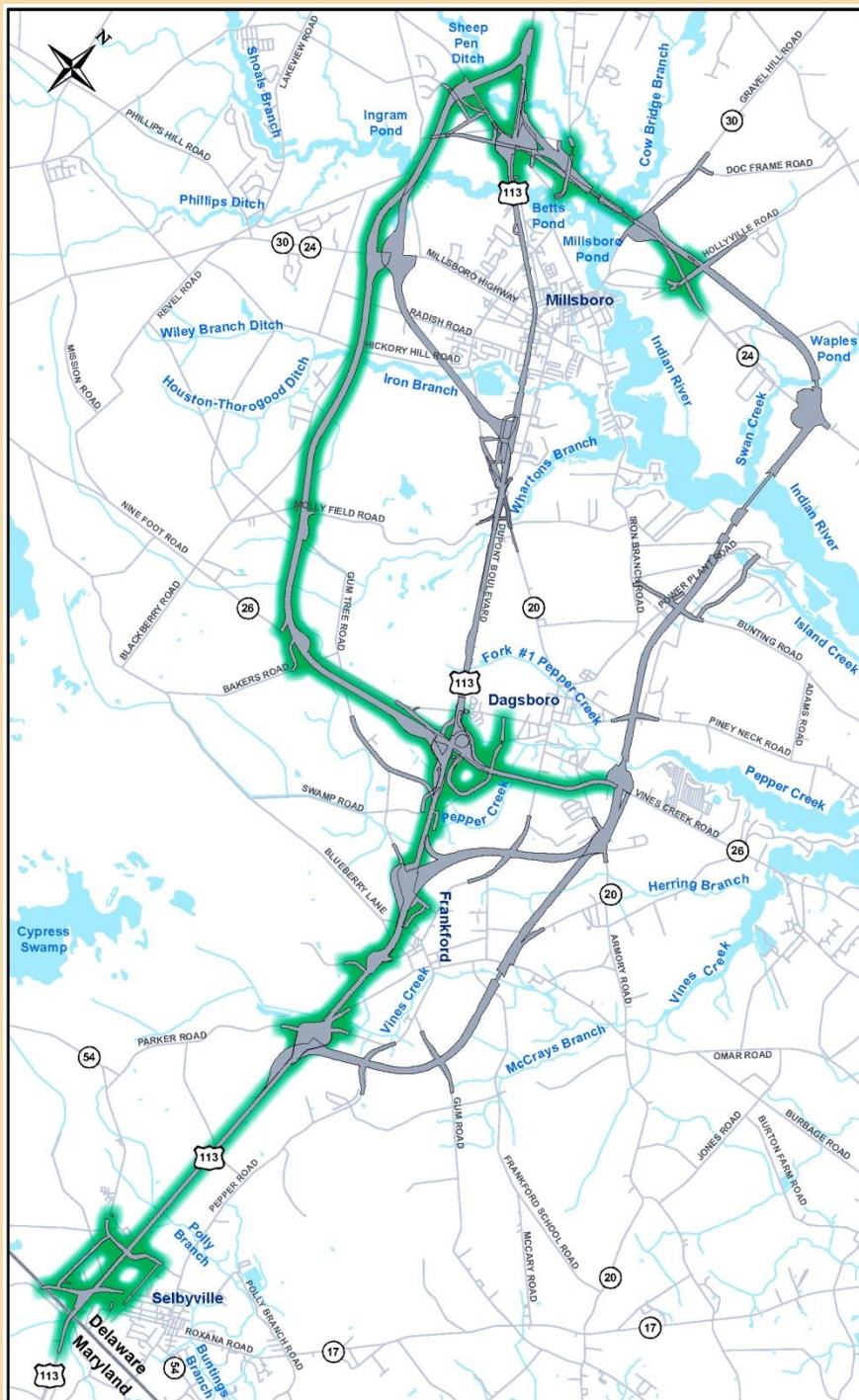
PURPLE ALTERNATIVE (WEST BYPASS)



■ Purple Alternative

- New alignment to bypass Millsboro west of US 113
- Existing US 113 remains the same through Millsboro
- New bypass connects to Yellow (on-alignment) Alternative north of Dagsboro
- On-alignment improvements through Selbyville
- Includes new SR 24 and SR 26 connector roads

GREEN ALTERNATIVE (WEST BYPASS)



Green Alternative

- New alignment to bypass Millsboro and parts of Dagsboro west of US 113
- Existing US 113 remains the same through Millsboro and parts of Dagsboro
- New bypass connects to Yellow (on-alignment) Alternative south of Dagsboro
- On-alignment improvements through Selbyville
- Includes new SR 24 and SR 26 connector roads

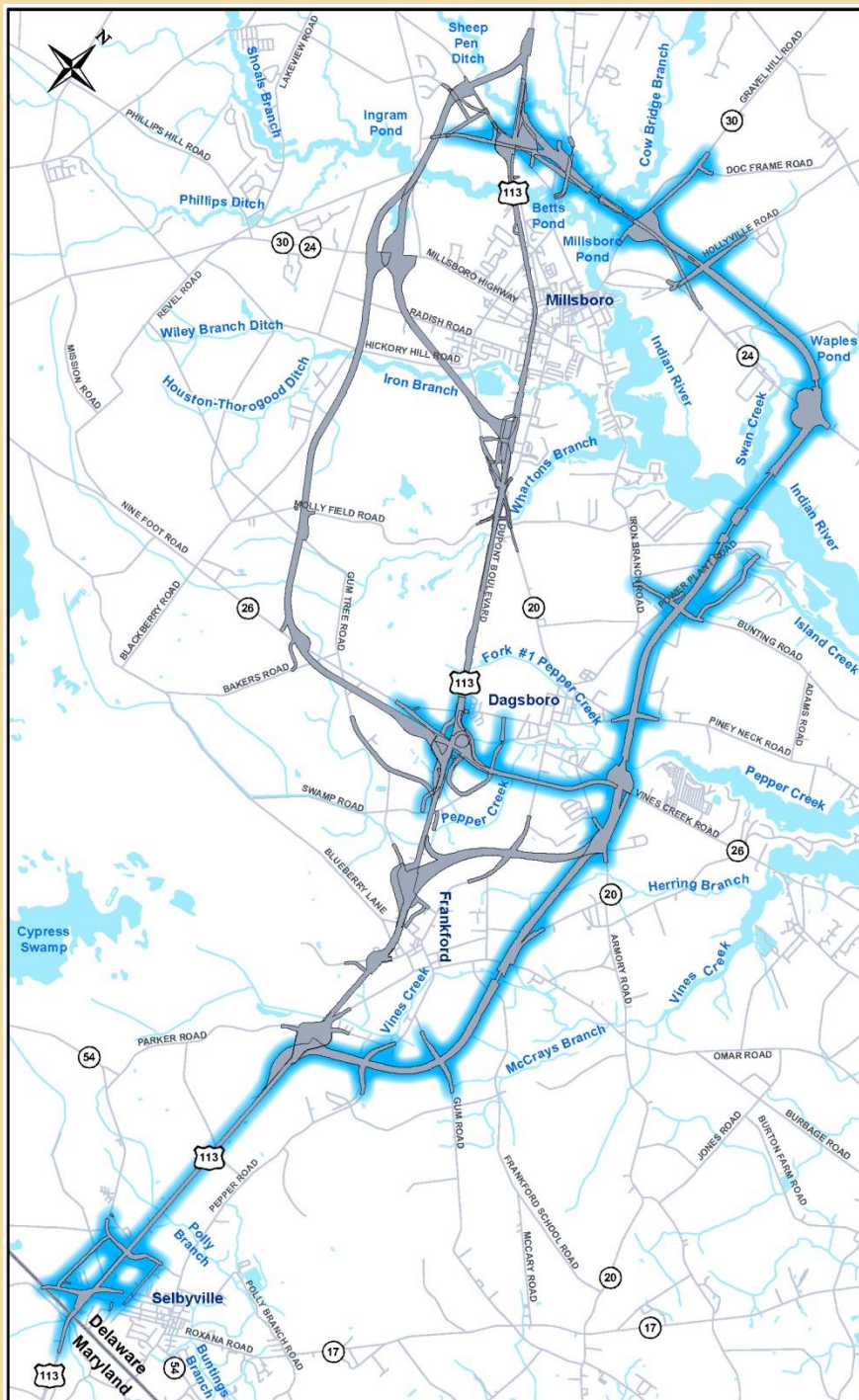
RED ALTERNATIVE (EAST BYPASS)



Red Alternative

- New alignment to bypass Millsboro and Dagsboro east of US 113
- Existing US 113 remains the same through Millsboro and Dagsboro
- New bypass connects to Yellow (on-alignment) Alternative between Dagsboro and Frankford
- On-alignment improvements through Selbyville
- Includes new SR 26 connector road

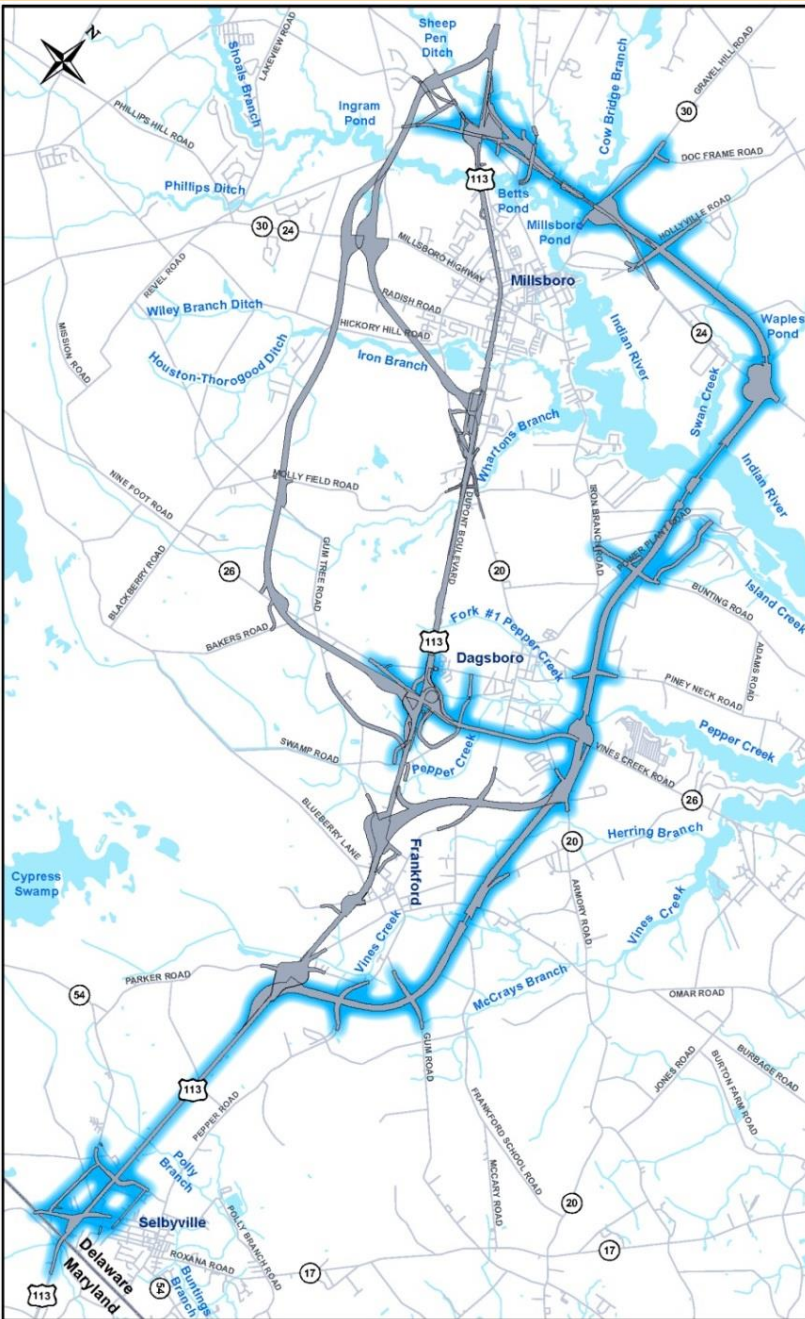
BLUE ALTERNATIVE (EAST BYPASS)



■ Blue Alternative

- New alignment to bypass Millsboro, Dagsboro, and Frankford east of US 113
- Existing US 113 remains the same through Millsboro, Dagsboro, and Frankford
- Connects to Yellow (on-alignment) Alternative south of Frankford
- On-alignment improvements through Selbyville
- Includes new SR 26 connector road

Blue Alternative: The Recommended Preferred Alternative



■ Most effectively meets Project Purpose and Need

- Accommodates existing and future traffic
- Addresses traffic safety
- Facilitates emergency evacuations from the coastal areas of Delaware and Maryland
- Preserves a transportation corridor
- Can be constructed with the least impact to the traveling public
- Consistent with State Strategies and local Comprehensive Plans

■ Recommended by the Working Group

- Fewest overall properties impacted and fewest relocations
- Provides suitable options to mitigate natural resource impacts
- Lowest potential impact to historic properties

Potential Project Phasing

- **Based on current need, the SR 24 connector road would be constructed first.** This would include about 4.2 miles of new roadway with interchanges at US 113, SR 30, and SR 24 east of Millsboro
- The remaining segments would likely be constructed north to south; however, construction priorities would be based on demand, as determined by traffic monitoring, and on funding availability
- **Design and construction would only begin when needed and there is support and funding**

Next steps

- Develop and publish the Final Environmental Impact Statement (FEIS) addressing public and resource agency comments
- Secure FHWA Record of Decision (ROD), approving the selected alternative
- Begin design process when needed and when support and funding are available

What you can do to be heard!

- Ask questions and provide comments
 - The Project Team is here to answer your questions
 - Tonight: Submit your comment form in the boxes provided or provide testimony during public hearing
 - Before October 4, 2013, send your comments to DelDOT (using the information on the comment form) by:
 - **Mail**
 - **Fax**
 - **Phone**
 - **Email**
 - **Online**

**Thank you
for your interest
and participation!**